

# The China Mail.

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HONGKONG, MONDAY, DECEMBER 21, 1885.

日六十月一十年西乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Fran-

SINGAPORE, SINGAPORE, &c.:—SAVAGE & CO., SINGAPORE. C. HEINZER & CO., Manila.

CHINA:—M. F. A. DE CRUZ, Sino-Asia, Quon, & Co., Amoy, WILSON, NICHOLLS & CO., Foochow, HENGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
RESERVE FOR EQUALIZATION \$500,000  
OF DIVIDENDS.....  
RESERVE LIABILITY OF PRO-  
PRIETORS.....\$7,500,000

COURT OF DIRECTORS:  
Chairman—Hon. F. D. SASOON.  
Deputy Chairman—A. MOYER, Esq.  
D. BOTTOMLEY, Esq.  
H. M. HUNTINGTON, Esq.  
H. L. DALRYMPLE, Hon. W. KESWICK,  
Esq.  
A. P. MOEYER, Esq.  
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CHIEF MANAGER,  
Hongkong:—THOMAS JACKSON, Esq.,  
MANAGER,  
Shanghai:—EWEN CAMERON, Esq.  
LONDON BANKERS:—London and  
BIRMINGHAM.

HONGKONG,  
INTEREST ALLOWED.

ON Current Deposit Account at the rate  
of 2 per cent. per annum on the daily  
balance.

For Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS, DISCOUNTED  
Orbits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.

Orbits granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Hongkong, December 5, 1885. 2120

THE NEW ORIENTAL BANK  
CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000  
PAID-UP.....\$500,000

REGISTERED OFFICE,  
40, TREADMILL STREET, LONDON.

BRANCHES:  
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit,  
buys and sells Bills of Exchange,  
issues Letters of Credit, forwards Bills for  
Collection, and transacts Banking and  
Agency business generally on terms to be  
had on application.

CLAIMS ON THE ORIENTAL BANK  
CORPORATION PURCHASED ON  
ADVANTAGEOUS TERMS.

H. A. HERBERT,  
Manager,  
Hongkong Branch,  
Hongkong, July 4, 1885. 1138

NOTICE.

RULES OF THE HONGKONG  
SAVINGS' BANK.

1.—The business of the above Bank will  
be conducted by the Hongkong and  
Shanghai Banking Corporation, on their  
premises in Hongkong. Business hours  
on week-days, 10 to 3; Saturdays, 10  
to 1.

2.—Sums less than \$1, or more than \$250  
at one time will not be received. No  
depositor may deposit more than \$2,500  
in any one year.

3.—Depositors in the Savings' Bank having  
\$10, or more at their credit may at  
their option transfer the same to the  
Hongkong and Shanghai Banking Cor-  
poration on fixed deposit for 12 months  
at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent.  
per annum will be allowed to depositors on  
their daily balances.

5.—Each Depositor will be supplied gratis  
with a Pass-Book which must be pre-  
sented with each payment or with-  
drawal. Depositors must not make  
any entries themselves in their Pass-  
Books but should send them to be  
written up at least twice a year about  
the beginning of January and begin-  
ning of July.

6.—Correspondence as to the business of  
the Bank, if marked *On Hongkong*  
*Account*, is forwarded free by the  
various British Post Offices in  
Hongkong and China.

7.—Withdrawals may be made on demand,  
but the personal attendance of the  
depositor or his duly appointed agent,  
and the production of his Pass-Book  
are necessary.

For the  
HONGKONG  
AND SHANGHAI BANKING  
CORPORATION,

T. JACKSON,  
Chief Manager,  
Hongkong, May 7, 1885. 764

THE STRAITS INSURANCE COM-  
PANY, LIMITED.

The Undersigned having been appointed  
Agents for the above Company are  
prepared to Grant Policies on MARINE  
RISKS to all parts of the World, at current  
rates.

ARNHOLD, KARBERG & CO.,  
Hongkong, November 5, 1885. 666

## Notices of Firms.

### NOTICE.

M. R. CHARLES ALEXANDER  
TOMES is Admitted a PARTNER  
in our Firm in HONGKONG, CHINA, and  
elsewhere from this date.

RUSSELL & CO.

Hongkong, December 1, 1885. 2082

### NOTICE.

THE BUSINESS of BROWN, JONES  
& CO. (Underwriters, 9, Queen's Road  
East), hitherto carried on by E. L. STAIN-  
FIELD, will be over by me on the 1st  
November, and will Continue to be con-  
ducted by me under the same Firm name.

A PROBITY and COMMISSION AGENCY  
will also be Opened to be Conducted under  
the Name of STRINGER & CO.

H. L. STRINGER.

Hongkong, November 6, 1885. 1037

### NOTICE.

THE BUSINESS known as 'THE MEDICAL  
HALL' has This Day been Re-opened  
under the CHARGE of Mr. ADOLPH  
SCHROEDER.

EMIL NIEDHARDT,  
Proprietor.

Hongkong, December 14, 1885. 2181

## Intimations.

### NOTICE.

HONGKONG AND CHINA GAS COM-  
PANY, LIMITED.

THE Transfer BOOKS of this Company  
will be CLOSED from the 23rd  
Instant until the 8th Proximo, both days  
inclusive.

HENRY R. H. MARTIN,  
Manager.

Hongkong, December 18, 1885. 2202

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

IN Accordance with Section 120 of the  
Articles of Association, the General  
Agents, with approval of the Consulting  
Committee, will on the 1st JANUARY, 1886,  
Issue INTEREST WARRANTS of \$5 per  
Share, Payable at the HONGKONG &  
SHANGHAI BANK, the same being at the Rate of  
10% per Annum, on the Paid-up Capital of  
the Office for the year 1885, and Notice is  
hereby given that in order that the same  
may be adjusted, the Transfer BOOKS of  
the Office will be CLOSED from the 1st  
to 31st Instant, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED.  
Hongkong, December 16, 1885. 2183

CHAS. J. GAUPP & CO.,  
Chromometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
METHODOLOGICAL  
INSTRUMENTS.

VONFLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.

ROUCHER'S LIQUID AND OTHER COMPASSES,  
ADMIRALTY & IMRAY CHARTS,  
NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE,  
CHRISTIE & CO.'S ELECTRO-PLATED WARE,  
GOLD & SILVER JEWELLERY,  
in great variety.

DIAMONDS

— AND —

DIAMOND JEWELLERY,  
A Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices. 742

PACIFIC MAIL STEAMSHIP COM-  
PANY.

THE Undersigned hereby gives Notice  
that he has been Appointed AGENT  
of the above Company at this port.

CHAS. D. HARMAN.

Hongkong, December 2, 1885. 2091

W. POWELL & CO.

ARE NOW SHOWING

## Business Notices.

### LANE, CRAWFORD & CO.

### Christmas Delicacies.

SOUFS:—Mulligatawny, Ox-tail, Giblet, Clam Chowder, Soup and Bouilli, Hotch Potch, &c., &c., &c.

FISH:—Sardines in Oil, Citron, Tomatoes, and Butter, Sardines sans Arêtes, Whitefish, Trout, Anchovies, Tunny Fish, Oysters, Tamarind, Macassar Red Fish, Herring and Maquereaux au Vin Blanc, Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c.

PATENT PRESERVED LAX.

GAME AND PATTIES:—Galantine of Game, Boar's Head, Tassimini, Rabbits, Wild Duck, Foie Gras, Paté de Foie Gras, assorted Game and English Patties.

TONGUES:—Smoked, Collared, Breakfast, Picnic, Lunch, Spiced, Pasaunda, and Pigs.

Finest selected SMOKED and PICKLED TONGUES.

SUNDRIES:—Apple Sauces, Brawn, Essences, Pig's Feet, Sage and Onion Stuffing, Tripe, Poached Meats, Candied Peels, Curants, Raisins, Spices, Minced Cabbage, Curries and Chutneys, French and English Vegetables, Black Leicestershire, Mushrooms, assorted Pickles, Tabasco Sauce, &c., &c.

DESSERT FRUITS:—Fruits in Syrup, Noyaux and Brandy; Crystallized, Peaches de Montreuil, French Plums, Jordan Almonds, Stuffed Olives, Orange, Lemon and Vanilla Creams, Cutting's Dessert Fruits.

NEW SEASONS MUSCATELS and SMYRNA FIGS.

ELVAS PLUMS.

NUTS:—Almonds in Shell, Brazil, Barcolona and Filbert.

### PLUM PUDDINGS and MINCEMEAT.

HUNTERLY & PALMER'S

### CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

### CHEESE:

GORGONZOLA, GLOSTER, ALBERT, AMERICAN and STILTON.

HUNTERLY & PALMER'S 'CHRISTMAS' AND ASSORTED

### BISCUITS.

FRENCH AND ENGLISH

### CONFECTIONERY!

NEWEST COSAQUES AND BONBONS.

LANE, CRAWFORD & CO.

Hongkong, December 11, 1885. 2154

G. FALCONER & CO.,  
WATCHMAKERS, JEWELLERS, &c.,  
48, QUEEN'S ROAD CENTRAL.

HAVE NOW on VIEW, the following CHOICE and  
SPECIAL SELECTION

OF

CHRISTMAS & NEW YEAR GIFTS,

Received ex P. & O. S. S. Mirzapore.

GEM BRACELETS.

GEM FICHU BROOCHES.

GEM LOCKETS.

GEM EARRINGS.

GEM RINGS.

GEM SCARF RINGS.

GEM BROOCHES OR HAIR PINS.

LADIES' WATCHES.

GENTLEMEN'S WATCHES.

GENTLEMEN'S ALBERTS.

Also,

GOLD NECKLETS.

DIAMOND RINGS.

DIAMOND EARRINGS.

DIAMOND BRACELETS.

A MOST



## THE CHINA MAIL.

THE Pacific Mail steamer City of Peking, for this port, left San Francisco on the 9th inst.

It is notified in the Gazette that Christmas Eve, Christmas Day, Saturday 26th Dec., and New Year's Day, are to be observed as Government holidays throughout the Government departments.

It is notified in the Gazette that, intimation having been received of the demise of His Majesty Don Fernando, father of the King of Portugal, all flags on Government buildings were to be hoisted half-mast to day.

REFERRING to the appeal addressed to H. B. M.'s Consul, Mr. Cooper, by the mercantile community of Ningpo, complaining of the inaction of the British Legation to the municipal wants of the residents, the N. C. D. News now hours that all the missionary societies of that port have supplemented the mercantile protest by addressing another letter to the Consul, in which they request him to intimate to the Chargé d'affaires that, in their opinion, the tardiness shown in applying to the local authorities about the building scheme is calculated to lead the Chinese officials to infer that the welfare and interests of the residents are not regarded as of sufficient importance to merit the attention of the Legation. Our contemporaries very justly remark: "If Mini-tins are so indifferent to the interests of their nationals, we must not be surprised if the native local authorities do nothing on behalf of foreign communities when thus disengaged by the foreign representative."

We take the following from Mr. Peter Maclean's Shanghai commercial Circular dated the 16th instant:

The speculative inquiry for Grey Cottons, which began to manifest itself and have effect with holders towards closure for last mail hence has continued throughout the past week, and a large business, much larger than has come to light—has been done in those articles to which buyers have more especially directed their attention; and, in connection therewith, it is interesting to note how history (sometimes at least) repeats itself. For the downward mail of the 16th December 1864, I wrote:—The speculative element which has been smouldering for some time past has, this week, burst into flame, and the outburst has enabled many holders of 8/- lbs. Grey Shirts to see the bottom tatters of their stock and a good way beyond, for some of the transactions reported are in goods alone. As the confidence, or similarity, extends to other textiles, and it enhances prices, which have advanced, and which still are tending upwards. Moreover, the Manchester market was "firm," then it "firm" again, albeit that Raw-Cotton has recently declined in value there; and, whilst the Franco-Chinese trouble exercised a deterrent effect on shippers last year, they are likely to be influenced to caution this by the exceeding perversity and uncertainty of exchange.

Enquiry has been less vigorously prosecuted this year, so far, and less has failed to it. Last year, however, it was but a flash and all was over, but at present it gives some promise of continuance, and hence, eventually, the road may be marked as they were, then, and the two-fold object of buyers may be equally secured, that being—a sufficiency in hand to ease their minds against winter and Chinese New Year necessities, on the one hand, and liberal supplies—induced by the improvement in prices here, and the apparent hopefulness of the future—to provide for anything unusual and for the early spring demand on the other.

SUPREME COURT.  
IN ADMIRALTY.

(Before Sir G. Phillips, Chief Justice, Assisted by Commanders Davis, R. N., D'Arcy, and Lieut. Commander Forster, R. N., and Vigilant, as Naval advisers.)

Monday, December 21.

M'NEIL, GOW & CO. v. S. S. "CAMORTA,"—\$1,005,000.

NETHERLANDS INDIA STEAM NAVIGATION CO. v. S. S. "GLENFRIN,"—\$70,000.

SUITE 24 AND 25.

The Attorney General (the Hon. E. L. O'Malley), and Mr. A. J. Leach, appeared for the Glenfrin, and Messrs Francis and Baily, instructed by Messrs Sharp, Johnson and Stokes, represented the Camorta.

The cause arose out of a collision which occurred in Hongkong harbour between the British steamer Glenfrin, of the Glen Line, and the Dutch steamer Camorta, of the Netherlands-India Steam Navigation Co., on the 17th October.

The hearing of these suits adjourned from Friday last, was resumed this morning, when the case for the Camorta was begun.

Mr. Francis, in opening the case for the Camorta, said that on behalf of the Camorta was very fairly set out in the answer and counter claim which had been filed on her behalf. On the morning of the 17th October the Camorta was lying at the Eastern end of Jardine's new wharf, the Victoria being at the Western end. She had arrived from Java with a cargo of sugar, a comparatively small portion of which she had discharged. She was about to proceed to Quarry Bay, in the Ly-ee-man Pass, to discharge at Tai Koo Sugar works the remainder of her cargo. She was not fully laden but she was still very heavily and deeply laden. About 7 o'clock preparations were commenced to get her away from the wharf, and at that time and till the time of the collision, he thought there would be satisfactory evidence to show that whatever might be the ordinary state of the Fairway during the day, it presented anything but the appearance of a clear fairway. At that time it was full of junks, and there was no passage to the Eastward along that fairway, while there was a clear passage through an opening between the junks which were referred to by the two last witnesses for the Glenfrin and the P. & O. Co.'s steamer Kline, as opening left to enable the P. & O. steamers to get in and out from their wharf. That opening led almost directly up to the Kline's steamer, the Victoria, and more recently if had been used by some of the P. & O. steamers, but in the first place, it existed by virtue of the provisions of a Act of Parliament, which required that junks and cargo boats shall anchor 150 yards from the Kline's steamer when actually engaged in discharging and taking in cargo. It had been habitually used by the river steamers in going in and out from the Camorta wharf, and more recently if had been used by some of the P. & O. steamers, but in the first place, they had five times gone up to the Kline's wharf and turned in. Their case was that this overruled the usual state of the passage, they had not been able to find any rule or regulation on the subject on that

morning it was not possible for the Camorta to make her way along that fairway, and that the only opening therewas an opening between the junks that lay out between the Kline and Galveston. It was also a portion of their case that even, supposing that the eastern passage was open, they were perfectly at liberty to go either way, so long as they took ordinary and reasonable precautions. About sixteen minutes past seven, the engines of the Camorta commenced to work for the purpose of getting head off the wharf, at which time had been got off about two or three junks, when she went ahead. He might have been the Lordship's attention to the inconvenience there would have been in having to go through with the passage over the junks had been open, because the Victoria was to a certain extent in the way. If the Camorta had been in the position of the Victoria, she might perhaps have had some chance of going eastwards, but she had got outside of the Victoria, and in that narrow space between the junks and the shore it would have been difficult to turn her in again to the Southern passage. Having got her head off the shore and clear of the Victoria, and headed direct for the open space between the two masses of junks, and through such opening we intended to pass between the Galveston and the Kline. At no time that morning were the Camorta's engines going at a greater speed than 'dead slow' or slow. They never were at any time at half speed, or full speed until they were full speed astern. Till the time those on board saw the Glenfrin it was impossible for the Camorta to have come out into the Eastern, and there were some who said that the case had been changed by the time the collision took place.

Cross-examined by the Attorney General, witness said that previous to hearing the witness of the Camorta that morning he had been engaged in making a cover for the Captain's cheet. When he heard the whistle, he stopped the work. He first saw the Camorta when he was abreast of the Galveston. He did not notice how the masts of the Glenfrin were bearing when he first saw her. He could not say whether the junks had been 500 feet from the Fraya or not.

Robert Thomson, second engineer of the Galveston, said that on the morning of the collision he was called up by the Steward (Richard Hosking). He ran on deck on the starboard side, and saw the Camorta and Glenfrin in collision, the Camorta being on the beam of the Glenfrin. He should say they were at the time about ahead of the Kline. The Camorta's stern was between 0 and 40 feet from the bow of the Kline, nearly at the Galveston than the Kline. The Galveston had way on her after she came apart from the Camorta, about a knot and a half. On her way to be headed the Glenfrin passed closer to the Galveston than the ship on the other side, within 200 feet of her.

Richard Hosking, steward on board the Galveston, examined by Mr. Francis, said he was put a little more to the north than the direction in which the Kline was lying, but before he got up to the Kline's stern his head was put a little more to the East, and a hand had said by the witness for the Glenfrin, he was running on a line parallel to the Kline's stern. On her way to the Kline, he intended to pass the Kline at a distance of about two ship's lengths off, say from 70 to 100 feet on her port side. They further said that the junks were packed so close together in three or four lines along the whole Southern line of the Channel between the Camorta and the Galveston, and right along to the Eastward length ways, that it was impossible, so thick were the junks set together, for those on the Camorta to have seen the Glenfrin at her buoy, or to have seen her coming down from the Western end of the fairway. In connection with that, it might be a question, as was on the other side, the passage to the southward, was perfectly clear, whether those on the Glenfrin might not have seen the Camorta preparing to leave and leaving the wharf on their buoy. That passage lay in such a direction that if it was near the Glenfrin must have seen the Camorta. The Camorta's case was that the junks were placed so close together that neither of the vessels could fairly see other while approaching. The Camorta was going at a greater speed than 'dead slow' from 2 to 3 knots an hour. Her engines were never put at a greater speed than slow astern, her head was heavily laden, and she was by no means so fast a vessel as the Glenfrin. Her best speed, when clean and just out of dock, would be about 10 knots, and at the time of the collision, it was for months since she was in dock last—she would not be capable of doing more than 9 knots. While passing along the side of the Kline, with the captain, chief officer, and second officer on the bridge and many junks seen on the lookout, they caught sight of the Glenfrin, coming up on the channel to the Camorta, well over on the South side, and her bridge was as nearly as possible abreast of the Kline—the Camorta was considerably shorter than the Kline. At that time the bows of the Camorta were on a line with those of the Kline, and almost simultaneously, the captain and chief officer, who was on the upper bridge, caught sight of the masts of the Glenfrin over the Kline. The moment she was seen and in what direction she was coming the order was at once given "full speed astern," and, however, but even the slight headway she had on could not be taken off.

Anthony Oliver, carpenter of the Glenfrin, examined by Mr. Baily, gave evidence corroborative of that given by the second officer of the same steamer.

Charles Bird, examined, said he was the second officer of the Iolan. He was on board on the 17th Oct. last and saw the collision between the Glenfrin and Camorta that morning. They were lying on the North side of the fairway. They were heading about N.E., the same as the Iolan and Amra. The collision took place between the Iolan and the Kline. That might have been avoided. They also said by turning more rapidly than she did, or as she had sighted them, as soon as they sighted her, or at least so far as diminished its gravity. Mr. Francis then asked leave to amend the counter petition, by alleging that the Glenfrin was, as she alleged, to blame for the collision, not the Camorta, as the Iolan was, as the allegation was, on the North side of the channel she was to blame for not having gone ahead without either stopping or reversing. They would then be in position of crossing vessels.

Mr. Francis then called his first witness.

Fairly Brown, second officer of the British steamer Galveston, said that on the morning of the collision he was standing on the deck, on the starboard side, when he remembered seeing the Kline lying on the starboard bow, about 200 feet off. The Kline and Galveston were both lying in the same direction, with their bows in a N.E. direction. Jardine's wharf was about 1700 feet off, and he saw the Camorta leave the wharf. His attention was particularly drawn to the Camorta when she was about to pass the Galveston, when she blew a blast of her whistle. The Camorta was steaming a course about N.E., about parallel with the way in which the Galveston was lying, and was going about from two to three knots. She was nearer the Kline than the Galveston, but not much he could not say. She had whistled several times before he looked up another steamer coming from the Eastward was also whistling. He noticed then that the Camorta's engines were stopped. When the Camorta's stern was just abreast of the Kline's stern his engines commenced to go to the Kline. He then for the first time caught sight of the masts of the Glenfrin, over a line with the fore-mast of the Kline. When the collision took place the Glenfrin's stern was from 40 to 50 feet ahead of the Kline's bow. The Camorta had stopped by this time, and was off to starboard about two points, making her course E.N.E. The Glenfrin was heading N.W.W. a little more northerly. He did not remember seeing any junks on the hull of the Glenfrin coming into sight before the collision. The main fairway to the North of the Galveston was open that morning. The collision took place on the South side of the fairway. At the moment of the collision, he was not paying particular attention to her. Just as he saw the Camorta's bow the Glenfrin shut her engines to a standstill. He did not see any notice of her. What drew his attention to the Glenfrin was the pilot leaving her. He did not notice his boat. Could not say if the Glenfrin changed her course while he was watching her. He was not paying particular attention to her. Just as he saw the

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## Late Telegrams.

From Ceylon and Indian papers brought on by the *Cathay* we extract the following telegrams:

## THE BRITISH ELECTIONS.

London, Nov. 27.—Sir Algernon Berthwick and Sir Roger Lethbridge, Conservatives, have been elected for South and North Kensington respectively. Sir R. Lethbridge had majority of 608 over Mr. Firth, the Liberal candidate.

Nov. 29.—155 Conservatives, 167 Liberals and 25 Home Rule candidates have been elected. Conservatives have been returned for Buckinghamshire, the Southern or Wycombe division; Cumberland, Western division; Donibristle and Tyne, Liberals have been returned for Herefordshire, Ross division; and Northumberland, Berwick-on-Tweed division. Messrs. Parsons and Healy have been elected by a large majority for Cork. Mr. Seaford Booth has been returned for Hampshire, Basingstoke division, and Mr. Claplin for Lincolnshire, South-Western division.

Nov. 30.—37 Conservatives and 25 Liberals have been returned for the Metro-politan. Liberals have been returned for Bradford, including Mr. Forster with a large majority.

Dec. 1.—169 Conservatives, 182 Liberals and 29 Parochials have been elected.

Sir Richard Cross has been returned for Newton.

Mount Cowen and Morley for Newcastle-on-Tyne.

*Bombay*, December 1.—A *Bombay Gazette* special telegram says that Mr. Lewis Mclver, late of the Madras Civil Service, has been returned for Torquay. A recount of the votes at Dymock has been refused by Mr. Lal Mohan Ghose.

The London correspondent of the *Bombay Gazette* telegraphs that Mr. Seymour Keay has been defeated in Kensington and Mr. Wilfred Blunt in North Camberwell.

London, Dec. 2.—189 Liberals, 180 Conservatives and 37 Parochials have been returned. The Conservatives have gained seats in Kilmarnock district, Kirkcudbrightshire, and Lanarkshire county (North Derry division). The Nationalist party have gained Dublin. The Liberals have gained Haddingtonshire.

Several riots are reported from various parts of the country in connection with the elections. A serious affray occurred at Dublin yesterday, in which the Home Rulers were the aggressors; another riot took place at Turnbridge, and a third of a more serious character at Newtown near Manchester, where the Radicals were the chief offenders.

Dec. 3.—234 Liberals, 196 Conservatives and 46 Parochials have been elected: Mr. Courtney has been elected for the South-Eastern or Bodmin division of Cornwall, defeating Mr. Edgeworth. Lord John Manners has been elected for the Malton division of Leicestershire.

MORNING IN UPPER EGYPT.

*Wady Halfa*, Nov. 30.—SIRMISSES have taken place between the Mounted Infantry supported by steamer and rebels at Koskiay.

The rebels have lost heavily.

*Cairo*, December 1.—The Second Battalion Essex Regiment has been ordered up the Nile to reinforce the British advanced positions in consequence of the advance of the Soudanese rebels.

THE SERVIAN WAR.

*Bombay*, Nov. 28.—The *Bombay Gazette* publishes a telegram from its London correspondent stating that the Servians, in spite of their numerical superiority, are unable to rout the Bulgarians. King Milan is now retiring the bulk of his forces to the frontier, pending mobilization of the second army reserve, when he proposes to re-advance to Sofia.

The Servian Commissariat has completely failed. The Servians have lost 6,000 men.

Bombay, Nov. 25.—It is reported that a Congress meets in London to review the Treaty of Berlin.

St. Petersburg, Dec. 1.—The Czar has expressed his admiration at the bravery of the Bulgarian and Roumanian troops.

Bulgaria, Dec. 2.—Bulgaria has rejected the Servian proposals for a mutual evacuation. The armistice has been prolonged till 1st January.

Constantinople, Dec. 2.—The Porte has appointed Djedjet Pasho Governor of Roumeli, and is making preparations to occupy the province. The British Ambassador opposes this; the other Powers approve.

Sofia, Nov. 27.—The Bulgarians have occupied Pirot, the Servians retreating to Nisch.

London, Nov. 28.—The statement made by the Times that King Milan had resolved to abdicate is untrue.

Bulgaria, Nov. 28.—An armistice has been concluded between Bulgaria and Servia through the intermediary of the Austrian diplomatic agent.

Nov. 29.—Austria threatened Prince Alexander that Austrian troops should enter Servia unless an armistice was accepted.

Nov. 30.—An armistice doubtful.

Prince Alexander has demanded an indemnity of eighty million francs and the occupation of Pirot and Saitchar by Bulgarian as a guarantee.

The Sultan has sent officials to Philippopolis and proclaimed an amnesty.

RE-SUBMISSION OF AYUB KHAN.

*Tibetan*, 27th Nov.—Ayub Khan having made his submission to the authorities, the guards placed over him have been decreased. He is an annuity from the British Government.

THE BOLAN RAILWAY.

*Lahore*, Nov. 21.—Mr. O'Callaghan, Engineer-in-Chief of the Bolan Railway, considers it quite possible to take a broad-gauge line through the Bolan, the chief obstacles being avoided by a half-mile tunnel.

RELEASE OF FATHER KANOVICS.

*Madras*, Nov. 23.—Justices Hutchins and Parker delivered judgment to-day in the appeal case of Kanovics, the alleged Russian spy, committed to prison for six months by the Deputy Magistrate of Cochinchina, in default of security for good behaviour. On the recorded evidence the court saw no reason to doubt that he is the person he represents himself to be, and there is no reason whatever to apprehend that he is likely to commit any offence against the law, or foment any offence. The court therefore set aside the order of the Deputy Magistrate, and directed that the appellant be forthwith discharged from custody.

THE MADRAS COMMAND.

*Madras*, Nov. 25.—The Madras M.C. learns that Sir Herbert Macpherson has been appointed Commander-in-Chief here.

BURNING OF A BRITISH SHIP.

*Rangoon*, Nov. 21.—The British ship *Charles Worsley*, from Chittagong, to Dundee, with jute, has been totally destroyed by fire near the Eastern Channel Light. The crew have been brought to Rangoon in the B. L. S. N. Co.'s steamer *Kandawgyi*. The fire is alleged to have originated through the carelessness of a sailor in using an open light. The vessel was only abandoned when the masts were about falling and no vestige of hope remained.

## To Let.

THE PEAK.  
TO LET  
BUNGALOW at Mount Kellet. FIVE  
Rooms, TENNIS COURT, &c., &c.  
For 1886 or longer if desired.  
Apply to JOHN D. HUTHISON,  
Hongkong, September 17, 1885. 1625

## TO LET.

SUNNY-SIDE,  
A Commodore DWELLING HOUSE,  
Corner of Bonham and Pokfulum  
Roads.

Apply to SAMUEL J. GOWER,  
14, Queen's Road;  
Hongkong, December 9, 1885. 2144

## TO BE LET.

NO. 4, RICHMOND TERRACE.  
A Comfortable DWELLING HOUSE, cool  
in Summer, pleasantly situated and  
commanding picturesque views. TENNIS  
COURT.

Apply to J. D. HUMPHREYS,  
Hongkong, November 3, 1885. 1908

JARDINE, MATHESON & CO.'S  
PIERS AND GODOWNS,  
WEST POINT.

THESE are now in Working Order,  
STEAMERS ARE BERTHED at the Wharf,  
CARGO RECEIVED and STORED at Cheap  
RATES.

The GODOWNS are two storied, dry,  
airy, and well suited for the STORAGE of  
SILK, COTTON and WOOLLEN FABRICS, GOODES,  
as well as GENERAL MERCHANTISE.

Advances made on Cargo stored.

For Rates and further Particulars, apply to  
the MANAGER, or to

JARDINE, MATHESON & CO.  
Hongkong, December 2, 1885. 2002

## TO LET.

OFFICES and CHAMBERS, No. 7,  
QUEEN'S ROAD, lately occupied by  
MESSRS. JARDINE, MATHESON & CO.

Apply to BIRD & PALMER,  
Who will exhibit Plans and arrange Offices  
to suit applicants.

Hongkong, April 8, 1885. 507

## TO LET.

COLLEGE CHAMBERS' (late HOTEL  
DE L'UNIVERSITE), Single Rooms or  
SUITES OF APARTMENTS.

NO. 4, PEDDER'S HILL,  
"BISNÉ VILLA," POKCOLUM,  
NO. 8, PEDDER'S HILL.

Apply to DAVID SASOON, SONS & CO.  
Hongkong, December 15, 1885. 2182

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Apply to DAVID SASOON, SONS & CO.  
Hongkong, December 15, 1885. 2182

## TO LET.

WESTERN HALF of MARINE HOUSE,  
SHOP or OFFICE and GODOWNS,  
OFFICES in No. 33, POTTERING STREET,  
BED ROOMS and OFFICE in No. 10,  
BED ROOMS.

BED ROOM and SHOP in 'BEACON'S  
FIELD ABBEY.'

Apply to BELLILIOS & CO.,  
Hongkong, December 16, 1885. 2190

## TO LET.

TO LET, with immediate possession,  
A BUNGALOW (partly FINISHED),  
situated on Mount Kellet. Rent moderate.

Apply to DENNYS & MOSSOP,  
43, Queen's Road.

Hongkong, November 12, 1885. 1871

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TO LET, with immediate possession,  
A BUNGALOW (partly FINISHED),  
situated on Mount Kellet. Rent moderate.

Apply to DENNYS & MOSSOP,  
43, Queen's Road.

Hongkong, November 12, 1885. 1871

## TO LET.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES  
against FIRE on usual terms at  
Current Rates.

All Contributors of business, whether Share-  
holders or not, are entitled to Share in the  
Bonus.

ADAMSON, BELL & CO.,  
Agents.

Hongkong, July 1, 1885. 1239

## NOTICE.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to grant  
POLICIES against the RISK of FIRE on  
Buildings or on Goods stored therein, or  
Goods on board Vessels and on Hulls or  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be  
considered, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
the Agency.

NORTON & CO., Agents.

Hongkong, May 19, 1885. 938

## NOTICE.

ALL CONTRIBUTORS OF BUSINESS.

W. ADAMSON, BELL & CO.

Hongkong, December 17, 1885. 2197

## Intimations.

## NOTICE.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

SHPMASTERS and ENGINEERS are  
respectfully informed that, upon their  
arrival in this Harbour, NONE of  
the Company's FOREMEN should be at  
hand. Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

D. GILLIES,  
Secretary.

Hongkong, August 25, 1885. 1468

## CHEE WO LING KEE

HAS always on hand STEAM-  
LAUNCHES FOR HIRE. Charges  
as follows:—

Wing-Shing, Wing-Cheng, and Wing-Tye.  
For first hour, \$3.  
" second " " 2.  
" every subsequent hour, " 1.

Wing-Pak, Wing-Loy, and Wing-Lee.  
For first hour, " 2.  
" second or subsequent hour, " 1.

Rates for towing Vessels and Cargo-boats,  
use of LAUNCHES or EXCURSIONS to  
Macau, Canton, or other Ports, may be  
arranged at No. 26, Wing Wo Street.

Hongkong, June 13, 1885. 979

## INSURANCES.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, Agents of the above  
Company, are authorized to Insure  
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1885. 14

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A.D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Polices at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

Fire Department.

Polices issued for long-lease periods at  
current rates.

Life Department.

Polices issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

LANCASHIRE INSURANCE  
COMPANY.

CAPITAL—TWO MILL